

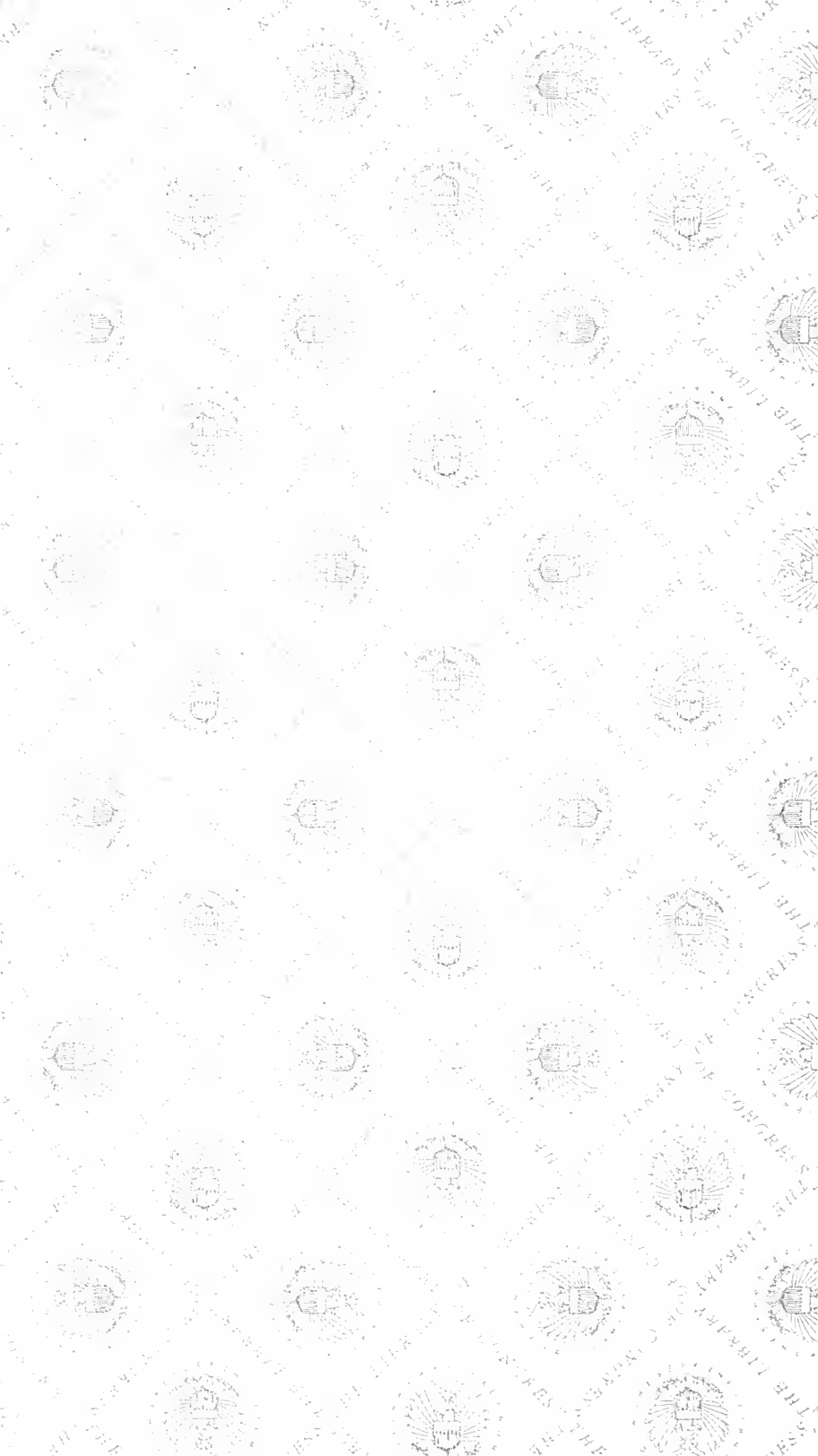
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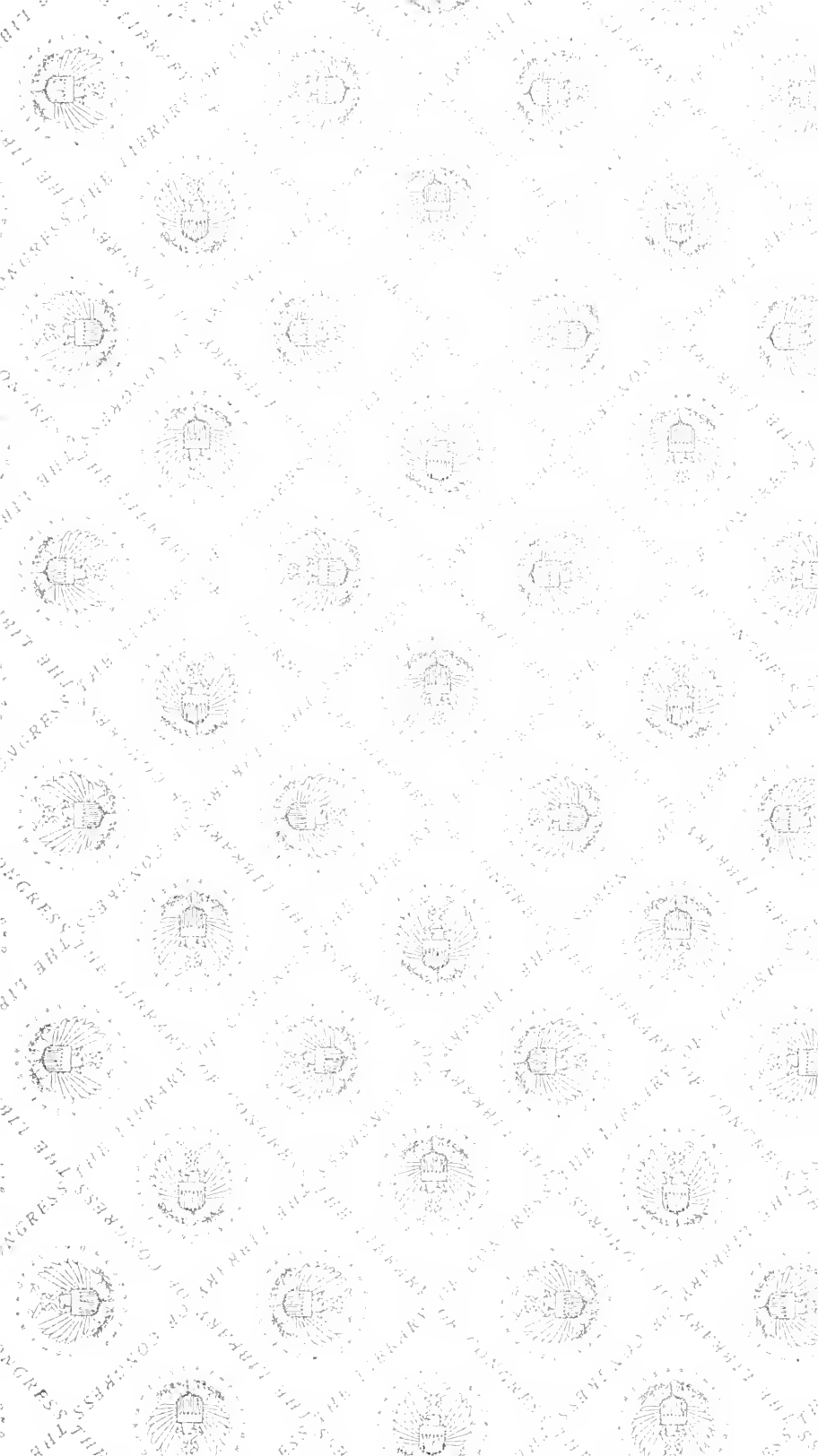
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IN MEMORIAM

Edward Yorke Macauley

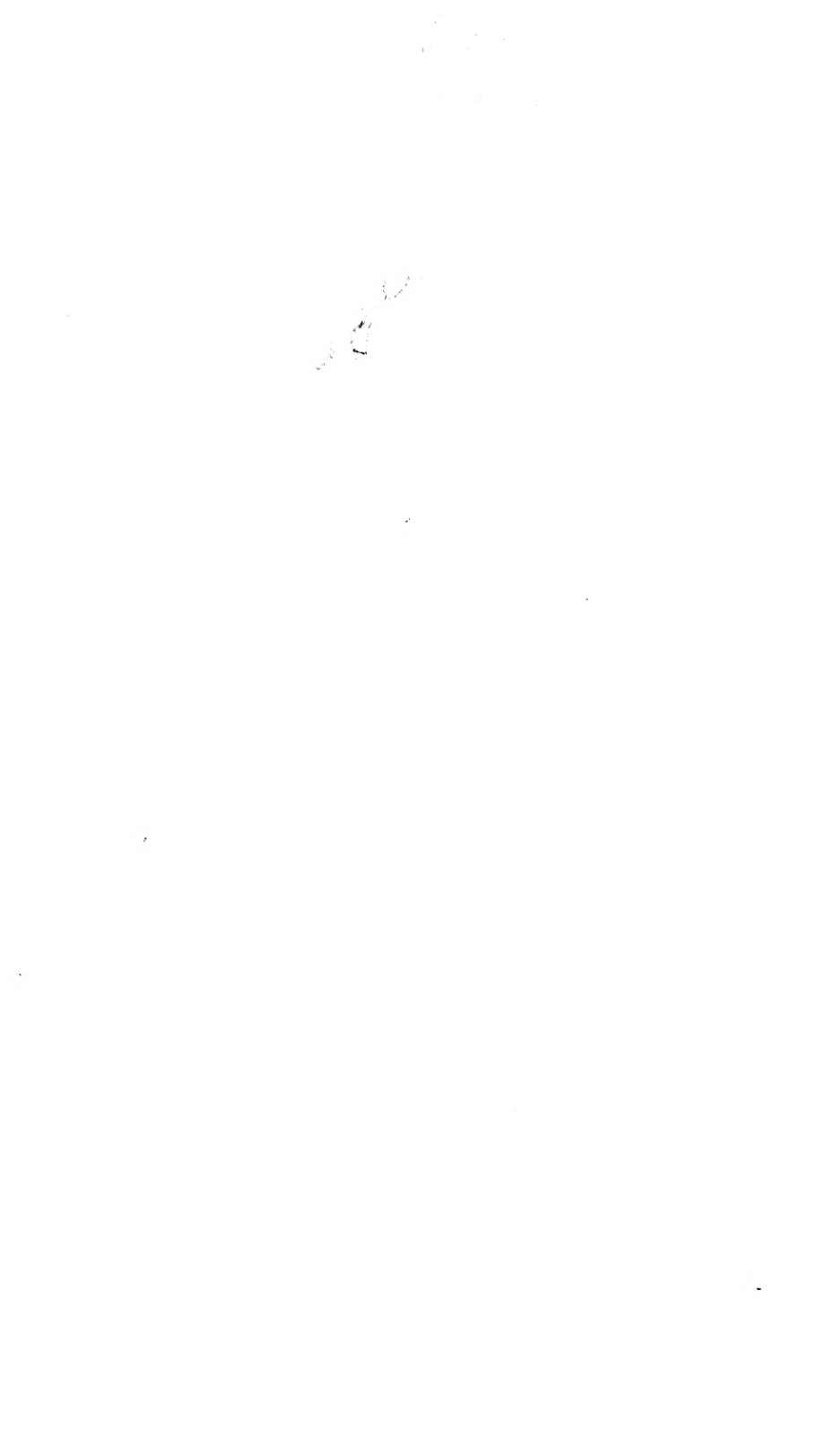
REAR ADMIRAL U. S. N.

READ BEFORE
THE AMERICAN PHILOSOPHICAL SOCIETY
SEPTEMBER 6 1895

By
PERSIFOR FRAZER

AUTHOR'S EDITION

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E. M. Mowbray

REAR ADMIRAL U. S. N.

In Memory of
Edward Yorke Macauley,
U. S. N.
By
Persifor Frazer.

(Read before the American Philosophical Society, September 6, 1895.)

Edward Yorke Macauley,* Rear Admiral U. S. N., was born in Philadelphia, Pa., November 2, 1827.

His parents were Daniel Smith McCauley, formerly Lieutenant U. S. N., and Sarah Yorke, who had besides this son an elder daughter, Louisa, and a younger, Mary.

The birth of this latter daughter must have occurred shortly after that of Edward, and either accompanied, or was closely followed by the death of his mother; for his father was remarried on October 31, 1831, by the Rev. James Montgomery, to his second wife, Frances Ann Jones, daughter of Hugh Jones, of North Carolina. They sailed for Tripoli the following day, November 1, 1831 (letter of D. S. Macauley in possession of Capt. C. N. B. M.).

Edward's great uncle, Rear Admiral Charles Stewart, U. S. N., had a career in many respects unparalleled in the U. S. Navy, which can be but briefly alluded to here. Born in Philadelphia, February 3, 1778, of Irish parents, he entered the merchant marine as cabin boy in 1791, and very soon commanded an Indiaman. He entered the Navy as Lieutenant March 9, 1798, served with the greatest distinction in the war with France, in that with the Barbary States, and in that with England in 1812; and received, like the *Constitution*, which he long commanded, the name of "Old Ironsides." He closed an active and honorable career of seventy-one years in the service of the United States on November 6, 1869. During this time he was on active duty for sixty-four years, and for seventeen years ranking officer of the Navy.

Edward's uncle, Commodore Charles Stewart McCauley (a nephew of Charles Stewart), was born in Philadelphia, February 3, 1793. He was appointed a midshipman, U. S. N., in 1809, and rose to the rank of Lieutenant in 1814. He served with distinction on the *Constellation* in 1813, and on the *Jefferson* on Lake Ontario in 1814. At the breaking out of the Rebellion of 1861 he was ordered to the Gosport navy yard and prevented a large amount of material from falling into the hands of the rebels. He died on May 21, 1869.

The brother of Charles Stewart McCauley and father of the subject of

*In his later life he adopted this manner of spelling his family name. The name of his relatives and his own name during the greater part of his life was written McCauley, though his uncle and more remote ancestors spelled it in the manner finally adopted.

this sketch was Daniel Smith McCauley, who entered the United States Navy as midshipman in 1814, and rose to the rank of Lieutenant, which commission he resigned in 1825. The dates of his birth (which was probably in the nineties of the eighteenth century) and of his marriage to Sarah Yorke (which is likely to have occurred about the time of his resignation from the Navy) have not been discovered.

It is probable that Sarah Yorke McCauley died about 1829.

Owing to some reverse of fortune which was rendered more severe by the fact that his associates in the unfortunate enterprise did not, like Daniel Smith McCauley, pay their losses loyally, and to the sacrifice of their capital, his circumstances were straitened, and he applied for and received the appointment as U. S. Consul at Tripoli, July 29, 1831.

There is some uncertainty as to the movements of the Consul's family at this time. His youngest daughter, Mrs. Mary G. Moore, a sister of the late Admiral, now living in England, informs the writer that she and her sister, Louisa, had been sent out in a sailing vessel in charge of the captain's wife, by their grandmother, Mrs. Yorke, to meet their father in Marseilles. They all traveled to Tripoli together, proceeding from Malta in an American man-of-war. Edward was with them, and the sailors made him a present of a heavy leaden cast of an Indian warrior painted in colors. It was for years a favorite toy of all the children. During his fifth or sixth year he was in the care of his family at Tripoli, where his early education in languages was commenced by tutors, that in "mathematics, algebra (*sic*) and navigation," by his father later. At the early age of seven he was riding races with his sister Louisa, to the great admiration and astonishment of the Moors (Letter of D. S. M., January, 1836). In 1837, or when Edward was ten years old, his father considered him sufficiently advanced to "navigate" his yacht to Malta, as will be seen further on. By experience of this kind the future Rear Admiral gradually learned practical navigation and evidently improved in linguistics, thus laying the foundation of the philological and archeological studies which were kept up till his death.

In a letter from D. S. McCauley, dated 1832, he describes an attack on the bashaw's capital by the latter's brother, in which, during the bombardment, the U. S. consulate was several times struck by missiles. Edward, then a child of but five years, showed no fear, but was always among the first of those who sallied out to investigate the extent of the damage. Another incident of his childhood is thus related by his sister. "My father was down on a sandy beach outside of the town (Tripoli) one day superintending the building of his yacht. My brother (Edward), a child of six, was with him, playing about among the timber, etc. It happened to be a day which was kept every year as a Mussulman religious fanatic feast. The custom was for the Marabouts to race about the streets in a sort of religious frenzy, shouting, devouring serpents, and cutting themselves with knives. Their violence was chiefly shown against the Christians and Jews, who dared not leave

their houses, or even open a window on such occasions. The stories of their atrocities were most appalling. My father, who did not believe in their madness, always went out as usual on this feast, merely arming himself with a stout stick. On this occasion, hearing the shouting and tearing along of the crowd, he looked up just in time to see a Marabout seize the child and fling him over his shoulder. My father picked up a large pickaxe which lay close by and made a movement to throw it at the Marabout, when the latter dropped the child very suddenly in a very sane manner. Owing to very forcible representations to the Pasha of Tripoli, the mummery was entirely done away with after that year. My father did not believe in the madness of the fanatics."

His early association with Arabs, Greeks, Turks and Levantines, and his consequent familiarity with the distinctive features of Oriental life at a time when the dwellers on the shores of the Mediterranean were less contaminated by intercourse with the travelers of all nations than now, had great influence on the imagination of a boy who was naturally receptive, and who was gifted with an unusual power of imitation. The graceful use of the limbs in gesticulation, the peculiar and difficult art of intoning and pronouncing languages after the manner of those who were born to their use, must have been learned by him at this time. This aptitude he retained to the last day of his life. It lent a greatly increased spirit and interest to the most commonplace recitals. If he desired to express the act of putting a coin or a heavy object on a table, his motions and gestures were as natural as those of the best of prestidigitateurs. You could almost see the coin—you could almost swear that he was straining his muscles in lifting a heavy object, though these were entirely invisible to you. These gifts which the writer observed at a much later day are mentioned because such perfect art can be acquired only by one of high receptive capacity from good models and very early in life, and the period of his career we are now considering was probably that at which his very remarkable naturalness and grace of movement were learned and became habits.

He has often spoken of the charm he felt at this period in gazing at the beautiful but capricious blue inland sea; of his awe in contemplating the desert, and the ruins of ancient civilizations; and of his wonder at the deep rooted hatred of the Arabs for the "Christian dogs!"

He mastered the language of the country in several of its dialects and never forgot it. His recollections as a child of the blistering heat, the suffocating sirocco forcing the impalpable sand of the desert into the very pores of the skin, the darkened rooms, the unassuageable thirst, show that although this was the first climate and land he had really known, having left America when but an infant, his constitution was not adapted to support its rigors as were those of the dwellers in the Levant.

He related to the writer a rash attempt to ride in the desert but a single mile while one of the scorching south winds was blowing, which nearly cost him his life.

At the time of the plague in Barbary, in 1837, the Consul and his family moved to Malta, and Mrs. McCauley, with Edward and his step-sister, Rebecca, started for the United States, but while waiting for a fair wind, her heart failed her and she returned to Malta. Mrs. Moore thinks Edward was sent to Malta and put at the school of a Mr. Howard; and when the plague reached Malta he was removed to the house of Consul General Sprague (or Sharples?) in Spain (?). It is a tradition also that his attendance at school in Malta was about two years before his appointment as midshipman in the U. S. Navy (which would be 1839). At the time of the return of his wife the Consul planned a cruise on his yacht to Sicily, leaving Louisa and Mary at school, but taking Edward, who showed a strong disposition to be a sailor, "which I do not oppose, as I see no chance of educating him for a better profession" (D. S. M., letter May 9, 1837).

They spent two or three months cruising, and returned to Malta in August, 1837, where they found the cholera raging.

On account of the health of one of his children, the Consul and his family left Tripoli in November, 1838. In a letter from him dated January 22, 1840, he reports having addressed a letter to the President, soliciting an appointment in the Navy, but without much hope of success.

Under this same date, he adds: "Edward writes and speaks fluently the French and Italian, and speaks with equal fluency the Arabic and Turkish, and writes a little of the latter, at which he continues to study." He mentions also Edward's fondness for the sea, and the fact that he has navigated the schooner yacht to Malta and back.

In subsequent letters the Consul asks the assistance of "Uncle Stewart" (Admiral Charles Stewart) and the Consul's brother (afterwards Com. Charles S. McCauley), in securing the appointment from the Secretary of the Navy. Mr. Paulding, Secretary of the Navy, has assured him his application will secure respectful consideration when a vacancy occurs.

The wife and three of the children of D. S. McCauley returned to the United States, but Mary and Edward remained behind, the latter because the Consul's mother had advised him that Edward will be appointed to one of the first vacancies in the corps of midshipmen.

Edward remained in Tripoli, studying to fit himself for the Navy. The family was in great suspense at the delay in receiving the warrant, which, however, finally arrived, having been dated September 9, 1841 (letter from D. S. McCauley, dated November 16, 1841).

It does not appear, however, that he was assigned to duty until 1842, during which year his father received permission from the captain of H. M. line-of-battle ship, *Malabar*, to put Edward aboard this British war ship for the voyage to Gibraltar, with the understanding that he was to be transferred to any U. S. man-of-war which should chance to meet the *Malabar*, en route.

It happened that the *Malabar* fell in with U. S. sloop-of-war, *Fairfield*, Capt. William F. Lynch commanding, and the young midshipman was sent aboard her with his luggage and his letter of appointment. Capt. Corbin, U. S. N., was at that time senior midshipman on the *Fairfield*,

and was instructed by the commanding officer to take the new comer over the ship and show him the ropes, while the officer commanding the *Malabar's* cutter, which brought the embryo midshipman aboard, was entertained by Capt. Lynch.

Young Corbin took the new arrival for an Englishman from his accent and carriage, and was very much astonished when the boat pulled back to the *Malabar*, leaving McCauley aboard. This was the latter's first experience of naval life. He served on board the *Fairfield* until 1844.

A few months after his appointment as midshipman he was attacked by typhus fever, through which malady his father nursed him unassisted night and day to recovery : after which the whole family made a trip to Tajoura (opposite Aden on the African side of the straits of Bab. el Mandel) for rest and recuperation. They spent a month there, Edward navigating the boat in which some of them cruised all day on the lake, while his father was often watching with great anxiety for their return, as the lake was dangerous and liable to sudden squalls. Shortly afterwards the Consul took his son to Malta where the latter joined the *Fairfield* as has been stated.

Edward entered the Naval School, then first established at Annapolis, November 12, 1845, and studied for a year, but upon the declaration of war against Mexico he was among the midshipmen who volunteered for service in that war.

To his great disappointment, however, after being promised orders to the "first ship going to the seat of war," he was ordered to the African coast, where he spent two years ; returning to the Naval Academy February 2, 1848. Mrs. Moore has in her possession a MS. diary with many illustrations which he kept during this cruise. In July of that year he left the school, and after a short period of "waiting orders," began the real responsibility of a professional career on the frigate *Constitution*, which was ordered to the Mediterranean. While there his father, Daniel Smith McCauley, still Consul at Tripoli, was transferred to Alexandria, Egypt, as U. S. Consul General by orders from the U. S. Department of State dated August 14, 1848, the frigate *Constitution* conveying him and his family with their effects to his new post. On the day of the arrival of the frigate at Alexandria a boy was born to the Consul General, who, esteeming it a happy omen that a son of his should first see the light on a vessel so identified with the naval history of his family, named the child "Constitution Stewart McCauley."

Edward was warranted midshipman to date from August 10, 1847, on September 29, 1849.

The transcript of his orders, obtained from the Navy Department, and inserted in another place, will indicate the charges given to him successively. It is only possible to touch upon those which were of most importance.

Passed midshipman McCauley was ordered to the *Powhatan*, Commodore Perry's flag ship, which sailed from Norfolk, November 24, 1852, on the expedition to Japan.

The results of this expedition are sufficiently familiar to all Americans to render unnecessary any allusion to them in this place. McCauley was twenty-five years old, and this was his first expedition out of the ordinary routine. He had been familiar with the beauty and opulence of the sea-ports of that enchanting region where Asia, Africa and Europe unite ; he was versed in the etiquette of the most civilized nations on that delicate field of diplomacy where a blunder serves as a pretext and often involves the most serious consequences ; he was acquainted with the civilization of the Arab and the Persian, and their smiling aversion to the Caucasian ; their aims and their creeds had been McCauley's study. But he was now, in the train of one of the New World's most distinguished war chiefs, to enter another and heretofore almost entirely unknown world, whose religion, philosophy, manners and resources were as dimly understood by the remainder of the world as if they pertained to the inhabitants of another planet. To such a character as that of the young midshipman this novelty was an inspiration, and the prospective journey an anticipated delight. He took with him a rare and beautifully bound album, the leaves of which were of various hues, and commenced at once to illustrate this remarkable voyage. If one looks through the illustrations accompanying the official account of this expedition it will be seen how faithful and admirable, and at the same time superior to these were the pictures and descriptions in this private illustrated journal.*

* The title of this official quarto of 537 pp. together with the contents of several of its important chapters here follows :

NARRATIVE
OF
THE EXPEDITION OF AN AMERICAN SQUADRON
TO
THE CHINA SEAS AND JAPAN
PERFORMED IN THE YEARS 1852, 1853 AND 1854,
UNDER THE COMMAND OF COMMODORE M. C. PERRY, UNITED STATES NAVY,
BY ORDER OF THE GOVERNMENT OF THE UNITED STATES,
COMPILED FROM THE ORIGINAL NOTES OF COMMODORE PERRY AND HIS OFFICERS, AT HIS
REQUEST, AND UNDER HIS SUPERVISION,
BY FRANCIS L. HAWKS, D.D., LL.D.,
WITH NUMEROUS ILLUSTRATIONS.
PUBLISHED BY ORDER OF THE CONGRESS OF THE UNITED STATES.
WASHINGTON :
BEVERLY TUCKER, SENATE PRINTER,
1856.

- CHAP. II. From Capes of Chesapeake to Madeira, view of island—Funchal.
* * St. Helena, Jamestown. Hospitality of a native to a Lieutenant.
CHAP. III. Passage to "the Cape."

McCauley's sketches, full of life and humor (exhibiting at the same time lack of training in the technical details of drawing and coloring, yet an abundance of artistic sense in the treatment of his subjects), speak to the observer of a happy, talented youth, free from care and confident of the future. He was then twenty-four years of age.*

The humorous sketches aboard ship are excellent, and the carefully elaborated drawings of the canoes of State, the weapons, buildings and costumes of the inhabitants of Lew Chew and the coast of China are the best things of their kind the writer has seen, and far more graphic and instructive than the illustrations accompanying the before mentioned official account. Of a sudden these delightful sketches cease with an entry of June 9, 1854 (?), though the album is but half full. The reason is to be found in the official volume before alluded to. Strict orders were issued by Commodore Perry that no sketch or narrative should by his officers be communicated to their own families, or to the public,† and while an officer probably had the right to make and retain such data among his private papers, yet the penalty which he would pay for any accidental or unguarded communication of his sketches or notes, and the barrenness of the pleasure of keeping them entirely to himself, in all

CHAP. IV. Mauritius, Port Louis, * * Point de Galle (Ceylon), * * Straits of Malacca, Singapore.

CHAP. V. Singapore, * * Hong Kong, * * Macao, * * Whampoa, * * .

CHAP. VI. Macao, * * Shanghai, * * Napha, * * .

CHAP. VII. Lew Chew. * * Visit to palace of Shti, * * .

CHAP. VIII. Exploration of Lew Chew. * * The Commodore visits regent at his palace, and invites the authorities on board the *Susquehanna* to dinner.

CHAP. X. Bonin Islands.

CHAP. XI. Lew Chew (same picture, p. 169, Chap. VIII, and 226, Chap. XI).

CHAP. XII. Departure from Napha for Japan, Veds, etc.

CHAP. XIII. Reply from court at Yedo, etc.

*The following comprise the principal subjects of these colored drawings, *i. e.*:

Banditti (ship's negro minstrels), "Members of the *Boarding School*" (sailors with pistols, muskets, pikes and cutlasses), "The Reason Why Johnnie Came to Sea," "Chalks, the Ship's Cook," "Unmarried and Married," "Going and Returning on Twenty-four Hours' Leave," "Municipal Police of Mauritius Reception House at Bumé Borneo," "Manmaigne Rajah," "Chinese Fast Boat," "Hong Kong," "San Pan," "Dream of Johnnie," "Japanese Salute," "Jaek's Provocashins," "The Barrel Overcoat," "After a Six Months' Leave," "Gun Practice," "Cousin Nelly," "Return Stoek," "A Japanese," "One of the Things not Thought of when Homeward Bound;" Sketches of Loo Choo (*sic*) man, woman, knife, Joss, Japanese head, Japanese pipe, Mandarin hat partly finished, and colored croquis of a home scene; "Mount Fusi," "Mount Chesima in Eruption," "Plan of Jeddó Bay," "Japanese," "Japanese Utensils and Arms," "Mandarin Boat No. 4," "Japanese Nob and Snob," "Japanese Scull," "Japanese House on Sail Boat;" Coins, fire engine, hat, paper mackintosh and wooden pattens, Prince's barges, Japanese soldier, straw mackintosh, Japanese wrestler, Japanese landscape, Japanese woman on pattens, Japanese buildings, bow and arrow, U. S. officers with Japanese lantern, map of Hakodada bay, etc.

† "All journals and private notes kept by members of the expedition were to be considered as belonging to the Government until permission should be given from the Navy Department to publish them" (*Narrative*, etc., p. 100).

probability discouraged McCauley from continuing his project. The reporting of the expedition was to be "official," and by the chance employment of the then little known traveler Bayard Taylor as historian, classic. This long expedition was crowned with success and made the participants in it marked and envied men for many years. Among those mentioned in Commodore Perry's despatches as deserving of credit for the intelligent performance of duty was the subject of this sketch.*

It is proper to notice here that this experience of a new phase of Oriental life, added to the training of McCauley's youth in Egypt, naturally produced a marked effect upon the direction of his thought, and gave his studies an Oriental and philological bias. Naturally a shrewd observer and a good imitator, he improved every occasion to increase his repertory of languages and his mastery of Oriental habits of thought. But despite this undercurrent, scarce observed by himself, perhaps, but which was to become later his ruling tendency, he was now a handsome, well-cultivated young officer, with a high appreciation of ladies' society, and everywhere welcome to it. The long story of his transfers, assignments to shore duty, waiting orders, sailing orders, etc., are about the same as those of thousands of other young men, and conceal in their laconic and routine phraseology about the same number of heart-burnings, bad and good luck, and apparent injustice.

The next important duty to which he was assigned was also for him, as well as for the country, epoch-making, but of a very different kind from the last.

Mr. Cyrus W. Field, at the head of a devoted few enthusiasts, had finally succeeded in impressing the governments of Great Britain and the United States with the feasibility of an Atlantic submarine telegraph, and both governments had granted the request for aid in realizing the project.

The history of the vicissitudes, failures and final success of this enterprise deserves to be taught in the public schools, as an example of what courage and perseverance in the face of almost insurmountable obstacles may accomplish. The parts played in this drama, so important for the entire globe, by the *Niagara*, the *Agamemnon*, the *Gorgon* and the *Valorous*, is best told in a little book called *The Story of the Telegraph*, of

* "The Secretary of the Navy in his report speaks thus of the conduct of our officers and men of the East India squadron with the pirates in the waters of the China seas :

" 'In the several encounters the officers and men have conducted themselves gallantly,' and honorable mention is made of Lieuts. Pegram, Preble, Rolando, E. Y. McCauley and Sproston ; Asst. Engineers Stamm and Kellogg ; Acting Masters Mates J. P. Williams and S. R. Craig, and private Benjamin Adamson, of the marine corps, who was dangerously wounded.

" Lieuts. Henry Rolando and J. G. Sproston are from Baltimore, and Lieut. McCauley is from this city, though his father was for some time Consul General from the United States to Egypt " (Philadelphia daily paper of (?) 1856).

(This reference is to the attack of the *Powhatan* on the Chinese pirates in the China seas in 1855.)

which the title and the contents of some of the principal chapters will be found in the footnote below.*

Additional interest in this connection is found in a small 8vo of eighty pages, entitled, *Proceedings at the Banquet held in Honor of Cyrus W. Field, Esq.*, of New York, in Willis' Rooms, London, on Wednesday, 1st of July, 1868. Revised by the Speakers. London: Metchim & Son, Printers, 20 Parliament Street S. W., and 32 Clements Lane E. C., 1868," in which occur the names of over four hundred of the most distinguished diplomats, noblemen, men of science and of affairs, barristers and representatives of the army and navy of England and France, presided over by the Duke of Argyll, R. T. The proceedings show the realization by the participants of the immense importance of the success of the Atlantic cable, and bear testimony in a very remarkable manner to the cordiality of Englishmen of the better class towards the United States; and in a more remarkable degree still to the spirit of fairness and justice which we are too apt to deny to our transatlantic cousins.† The incident is mentioned merely to call attention to these significant words used by the Chairman, the Duke of Argyll, in giving the toast, "The Military and Naval Service of the Two Countries, Great Britain and America" (*sic*).

If variety in his experiences makes a highly cultivated man, certainly there is no need to look far for the cause of this characteristic in the late Rear Admiral Macauley. With a youth spent at the foot of the pyramids, and a young manhood passed in opening to the world the most advanced if hitherto unknown Oriental culture, he was now to experience what the acme of Western civilization could accomplish in "annihilating time and space."

From the contemplation of the mysterious shrines which even yet lock up from our ken volumes of the contemplative wisdom of the far past, he was to witness the instantaneous exchange of thought between men on

* *The Story of the Telegraph*. The Story of the Telegraph and a History of the Great Atlantic Cables. A Complete Record of the Inception, Progress and Final Success of that Undertaking. A General History of Land and Oceanic Telegraphs. Descriptions of Telegraphic Apparatus and Biographical Sketches of the Principal Persons Connected with the Great Work. By Charles F. Briggs and Augustus Maverick. Abundantly and Beautifully Illustrated. New York: Rudd & Carleton, 310 Broadway, MDCCCLVIII. 8vo, 255 pp. Chap. iii, "Origin of the Atlantic Telegraph;" Chap. iv, "Construction and Experiments;" Chap. v, "The First Expedition—Summer of 1857;" Chap. vi, "The Expedition of 1858;" Chap. vii, "The Third and Successful Attempt, Trinity Bay, Thursday, etc., August 5, 1858." "The *Niagara* and *Gorgon* arrived at Trinity Bay, yesterday. Atlantic cable perfect in working landed. The *Agamemnon* and *Valorous* spliced in mid-ocean with *Niagara*, and each proceeded her way, the first two for Valentia and the last to Trinity."

† "My lords and gentlemen, I hope the American people will believe, and I think they do believe that all Englishmen almost deplore the causes which ever led the two countries into collision. They deplore them the more as I think the conviction is now fastened on the minds of all of us that *in these contests from beginning to end, England was in the wrong*. (Cheers.) *She was wrong in the quarrels with the colonists, and was hardly ever in the right in regard to belligerent warfare*," etc. The last allusion is to the conduct of England toward the U. S. during the late war of secession. (P. F.)

board of a ship rolling in the seas of the wide Atlantic and men in a little station on the coast of Ireland; between the respective officers of two vessels on the ocean which were a thousand miles apart and constantly increasing that distance. Western objective science and triumph over matter was, in short, to build a superstructure to Eastern subjective speculation and mastery of mind.

What may have been the sensations through which this observant young officer passed we can only imagine, but it is most probable that the admiration for true science, which was noticeable in him, dates from this time. Yet by one of those singular turns, which it is impossible to account for, the science which from this time began to interest Macauley was not physics, as one would naturally suppose, but geology.

If there be a class of men who are debarred by their profession from progress in this science, it would seem to be the seafaring class; for, although sailors visit various parts of the world where instructive geological phenomena are to be observed, they can seldom absent themselves from the vessels sufficiently long to visit these localities, while the harbors and seaports in which they might find time to observe are usually stamped indelibly with the modern seal of the earth's waters. Having performed his duties to the satisfaction of his superior officer, and having received their official commendation for his part in the final success of the Atlantic cable, which was successfully landed at Trinity Bay, August 5, 1858, Macauley received orders detaching him, with three months' leave, August 19, 1858.

These three months of leave passed all too soon if one considers that on January 28, of the same year, he had been married to one of the most beautiful women who ever graced the ballrooms of Philadelphia, Miss Josephine McIlvaine Berkeley (daughter of Dr. Carter Nelson Berkeley, of "Edgewood," Hanover county, Va., and Ellen Reed McIlvaine, who was the daughter of Joseph Reed McIlvaine, of Burlington, N. J.).

There is a pathos in the mere record of the date of this marriage on January 28, alongside of that of the orders of the Navy Department to join the *Niagara*, February 1, of the same year.

The last cruise had used him up, and he was much worried at the condition of his health. Through the influence of the Hon. Henry M. Rice, Senator from Minnesota, a year's sick leave was granted him. He went with his bride to St. Paul, where they lived in Mr. Rice's house on Summit avenue.

Within a few months this leave was cut short on September 20, 1858, by orders to the naval observatory at Washington, which were followed by waiting orders on the following Washington's birthday (February 22, 1859), and on August 1, 1859, to the *Supply*. These last orders were too much for the young husband. He resigned from the service; his resignation being accepted August 19, 1859.

After considering various plans for the future, Macauley went into

business in St. Paul, Minn., where the first call to arms to suppress the rebellion aroused him.

He immediately tendered his services to the Government on the outbreak of the Civil War, yet in the official record by the Navy Department of Admiral Macauley's services the first entry after the date of his accepted resignation is "Commissioned Lt. Comd'r., April 18, 1863."

It transpires from the writer's correspondence with the Navy Department that Macauley received orders from the Department to report to Capt. DuPont for duty on May 11, 1861, and by the latter was ordered to the U. S. steamer *Flag*, which was engaged in blockade duty on the coasts of Florida. He remained with her during parts of 1861 and 1862, and commanded the U. S. steamer *Fort Henry*, of the East Gulf Squadron, in parts of 1862 and 1863.

On April 18, 1863, he was ordered to the command of the *Tioga*, and while serving in her took part in the boat attack on Bayport, Fla.

His services on these small vessels, where he was exposed to the scourge of yellow fever, in addition to the ordinary vicissitudes of naval warfare, were most valuable, but as in the cases of so many others of the Navy these services were either never recorded, or the record has never been published. Yet had it not been for the vigilance, the self-sacrifice and courage of the commanders of these small vessels, the more brilliant exploits of the larger ones would have been in vain.

On September 14, 1864, he received orders to the Mississippi Squadron, then temporarily under the command of Capt. Pennoek, after the transfer of Admiral Porter to the Atlantic coast and before the arrival of Admiral Lee to replace him, and was assigned by the acting Admiral to the command of the Fifth Division of the Mississippi Squadron, embracing that river from Grand Gulf to a short distance below Natchez. The writer followed the then Lieutenant Commander to Mound City, Ill., from Philadelphia, and later accompanied him thence to Natchez, serving under his command to the end of the war.

This territory had been conquered by the brilliant victories of the Ellets, Admirals Farragut, Foote and Porter, and of the army, but it was filled with wealthy and influential rebels who were especially numerous in all the large towns; and it was subjected to continual raids from flying rebel squadrons of all arms, which held up the passing transports, raided the military posts, and even inflicted considerable damage on the light armored gunboats when in the course of their patrol duty the latter approached too near the site of a masked battery. In view of the great importance to the U. S. Government of the maintenance of this river as a means of transporting material and reinforcements to the trans-Appalachian armies and the Mississippi and Gulf Squadrons a great deal of responsibility rested upon the Navy officers, and the difficulty of their task was much increased by the plots of those citizens who were claiming and receiving their protection. In order to understand the situation

it must be borne in mind that at this date, 1864-1865, the people of the North, and for that matter the sensible people everywhere North and South, were convinced that the triumph of the lawful Government of the United States was merely a question of time. The loyal adherents of the Government had grown so accustomed to the receipt of cheering news from the seat of war every time they sat down to breakfast, that a serious defeat would have produced more discouragement than in the early years of the great war, before either public or combatants had been educated to the point of knowing just what could be expected of a great Army and Navy judiciously handled. It was a necessary policy, therefore, to hold on to every inch of ground which had been gained, and to risk less and less for further acquisitions as the extent of acquired territory increased.

Strenuous and in part honest efforts had been made and were continually being repeated to end the war by negotiations with rebel commissioners. The price of gold was fabulously high, though destined to go much higher: foreign nations were impatient of maintaining their attitudes of neutrality while submitting to the inconvenience of the loss of their American markets and the scarcity of cotton, and just this demand for cotton made the course of an officer of the U. S. Navy in command of a part of a river which was the natural outlet of this commodity, very difficult and delicate.

"Influence" was occasionally crushing those who carried out their official instructions too zealously, for "influence" was invoked by wealthy cotton brokers, both abroad and in the Northern States. A vast quantity of cotton worth from \$400 to \$800 a bale, was known to be stored on the plantations watered by the tributaries of the Mississippi. As the most important of the material resources of the enemy, it was invariably stored where its transportation by United States troops would be most difficult, and where it could be most easily destroyed when its defense was impossible. Hence the general orders of the United States forces were to burn it wherever found.

There was always a pretext for suspicion of collusion with the U. S. officer in command of the district when cotton was raided and successfully carried from a rebel plantation to a Northern market. The unfortunate officer was often placed in the most embarrassing position. As subsequently appeared, agents, especially of the fair sex, were regularly employed by the financial schemers to negotiate with the rebel cotton owners, and to hoodwink the Navy officers with the object of getting into commercial circulation as much cotton as possible to the advantage of all parties concerned, except the Navy man whom of course the actors in these transactions sought to inculcate when they were baffled in their undertakings.

The "influence" which they could bring to bear, added to their unquestioned charms of manner, made the lady solicitors very redoubtable.

In fact they succeeded in injuring many reputations, and without doubt set free a large amount of cotton. Any officer of whom it can be said as it can of the late Admiral Macauley that these difficulties were met and mastered by him, can justly claim to be an incorruptible man and a skillful diplomat. This was the real crux for the commander of a division fleet. Compared with this the more legitimate occupations of patrolling the river, blockading the bayous, and preventing the passage of information or material across the Mississippi within his jurisdiction (which Macauley and the other commanders so successfully accomplished that Jefferson Davis and his cabinet officers finally gave up the hope of being able to cross into Texas), were but technical naval details offering no serious difficulties.

On August 2, 1865, the war of the Rebellion having been ended by the triumph of the national arms, the then Lieut. Commander was detached from the Mississippi Squadron and placed on waiting orders. Thenceforward his connection with the naval service, though useful, as that of so experienced an officer must needs have been, shares the interest of his friends with his Oriental studies, which were pursued in the desultory manner necessary for an officer still on the active list. He was made Commander in 1866; Fleet Captain and Chief of Staff North Atlantic Squadron, 1867; Captain, 1872; Commodore, 1881, and Rear Admiral, 1885. One incident should be mentioned in connection with his command of the Pacific Station in this year, the last he held. His devoted wife, with whom he had looked forward to passing the remainder of his days after the termination of this cruise in tranquility and peace, died suddenly while returning from a visit to her son, then as now a medical officer of the U. S. Army, stationed in the far West. The telegram from the Department giving the Admiral leave to return home spared him the shock of the bald announcement of his loss, but owing to the inefficiency of the telegraph service between Panama and Philadelphia he did not learn the nature of the disaster which had befallen him until he arrived at the house of a relative in Philadelphia and inquired for his wife, who had long before been borne to the grave. He applied to be retired, and the request was granted.

In spite of a blow which might well have been sufficient to prostrate a weaker man, the Admiral at once commenced the construction of an ideal home for his two daughters and his youngest son. While the public gaze may not follow him within its privacy, it is not inconsistent with the extreme delicacy and respect which the writer feels for this home, to say that it presented a rare example of mutual trust and interest, of cheerfulness and affection.

In 1881, he was elected to membership in this Society, and signalized his accession by a paper in its *Proceedings* (xx, 1), entitled, "Manual of Egyptology."

On October 20, 1882, he completed and presented for the *Transactions* the beautiful MS. of his dictionary of Egyptian hieroglyphics, which was

afterwards published in Vol. xvi, New Series, of the *Transactions* of this Society.*

The cartoons are made with great accuracy and uniformity, and in fact the production of such a work by process printing could only have been possible where great industry and artistic skill together with Oriental knowledge were found conjoined in one individual. In European capitals much of the drudgery of this kind of work is saved by the employment of fonts of hieroglyphic type, but up to the time of the appearance of this book there was not a single such font in the United States.

He had projected other similar works of value, some of which were partly commenced, others merely outlined at the time of his death.

He added thus late in life to his many linguistic conquests that of Volapuk, which many believed would ultimately become the universal language. He wrote, read and spoke this now neglected creation with facility.

In 1892, Hobart College honored him with the degree of LL.D., *honoris causa*.

He was a man of robust health and a strong believer in the advantage

* The title page and preface here follow :

TRANSACTIONS
OF THE
AMERICAN PHILOSOPHICAL SOCIETY.

ARTICLE I.

A DICTIONARY OF THE EGYPTIAN LANGUAGE.

BY EDWARD Y. McCauley, U. S. N.

READ OCTOBER 20, 1882.

PREFACE.

In 1880, I made a manuscript copy of Dr. Birch's *Egyptian Dictionary* (Vol. v, of Bunsen's *Egypt*). As it was inadequate for the present requirement I added to it a list of words compiled from translations, lately made, of papyrus texts and monumental inscriptions, with the aid of Chabas' *Mélanges Egyptologiques*, and the works of Grebaut, Deveria, Goodwin, etc. Finally, I closely compared the work with Pierret's *Vocabulaire*, the latest issue of the kind, resulting in the dictionary now laid before the Society.

I claim for it that it contains all the words that could be obtained from the sources I have just mentioned, and probably all that have been defined by Egyptologists up to the present time.

These words, and their variants, are placed under their proper initial symbols or characters, which, being carefully indexed, even the uninitiated may work out the meaning of a hieroglyphical text.

I have not placed any geographical or theological names in the book. Our constantly increasing information on the geography and religion of ancient Egypt, necessitating constant correction, I thought it better to restrict myself to the compilation of a book that would be of use in translating ordinary lingual text.

PHILADELPHIA, December, 1882.

E. Y. McCauley.

of manly outdoor exercise and sports. One of his greatest delights to within a year of his death was to join a favorite relative who was identified with hunting in all its forms, in expeditions to Barnegat Bay in the duck-shooting season, where he would rise at four and lie in a sink boat through the bitter cold of our bleak November mornings waiting for a flock of ducks to arrive. So far from enfeebling him this seemed to stimulate his blood, and he would return browned and healthy from these expeditions.

In addition to singularly handsome features and a well proportioned form, which age seemed not to affect, he maintained an erect and graceful carriage to the very last day that he could stand.

To those accomplishments, such as fencing, sparring and dancing, natural to a military man who had seen much of the best of the world's society, he joined others less frequently observed in a Navy officer, such as riding on horseback and playing billiards. Few persons made more graceful cavaliers than Admiral Macauley, and the impossibility of practice at billiards on the element which was that of his chosen profession did not prevent the accuracy of his strokes when on shore.

Though severe in the execution of duty on the quarter deck, or on the court-martial, he was considerate of the weaknesses of human nature and generous when these had been exhibited in offenses to himself. Many a subaltern officer and enlisted man was spared by Admiral Macauley from extreme punishment and lasting disgrace, and that, too, occasionally in the face of persistent ingratitude. This is all the more praiseworthy in consideration of the fact that Macauley himself was passionate and sensitive, as are most artistic natures ; and proud, as are most upright ones. It was often a hard struggle in a mind like his between impulse and justice, nor was it always that exactly the right course to pursue was found on the moment. But justice would assert herself after an adjournment for time to reflect, and no man's honest cause was in danger from arbitration by Admiral Macauley.*

* The official record of Rear Admiral Macauley is as follows :

Appointed midshipman September 9, 1811 ; ordered to Mediterranean squadron February 17, 1812 ; warranted December 30, 1813 ; sent to Naval School November 12, 1815 ; transferred from the *Delaware* to the *Cumberland* ; ordered to the *United States* ; February 2, 1818, returned to the Naval School ; detached on waiting orders July 6, 1818 ; ordered to receiving ship at Philadelphia September 16, 1818 ; ordered to the *Constitution*, warranted passed midshipman August 10, 1817 ; detached on sick leave October 3, 1850 ; joined the *Independence* October 1, 1851 ; detached and granted three months' leave June 30, 1852 ; ordered to the *Saranac* July 3^d, 1852 ; ordered to the *Powhatan* August 13, 1852 ; promoted to Lieutenant September 14, 1855 ; warranted Master October 23, 1855 ; commissioned Lieutenant October 25, 1855 ; detached on three months' leave February 18, 1856 ; ordered to receiving ship at Philadelphia May 27, 1856 ; recommissioned August 25, 1856 ; ordered to the *Niagara* March 21, 1857 ; detached on waiting orders November 27, 1857 ; ordered to the *Niagara* February 1, 1858 ; detached on three months' leave August 19, 1858 ; ordered to the *Observatory* September 20, 1858 ; detached on waiting orders February 22, 1859 ; ordered to the *Supply* August 4, 1859 ; resignation accepted August 19, 1859. Commissioned Lieut.-Commander July 14, 1864 ; ordered to Navy Yard, Portsmouth, N. H., June 19, 1864 ; detached on waiting orders August 17, 1864 ; ordered to the

Mississippi squadron September, 1861 ; detached on waiting orders August 2, 1865 ; special duty at Philadelphia August 10, 1865 ; promoted Commander September 27, 1866 ; ordered to examination for promotion November 27, 1866 ; Fleet Captain and Chief-of-Staff North Atlantic squadron February 15, 1867 ; commissioned March 14, 1867 ; detached on waiting orders January 4, 1868 ; ordered to Navy Yard, Portsmouth, N. H., August 26, 1868 ; ordered to the Naval Academy November 7, 1870 ; recommissioned from July 25, 1866, June 2, 1872 ; ordered to the Navy Yard at Philadelphia, August 17, 1872 ; promoted Captain September 3, 1872 ; ordered to examination for promotion September 11, 1872 ; ordered to be ready for sea October 16, 1872 ; ordered to command of the *Hartford* October 22, 1872 ; commissioned February 10, 1873 ; ordered to command the *Lackawanna* June 4, 1873 ; detached on waiting orders June 22, 1880 ; ordered to examination for promotion June 30, 1881 ; promoted Commodore August 7, 1881 ; ordered to special duty Bureau of Navigation September 29, 1881 ; commissioned November 3, 1881 ; ordered to *Hartford* October 16, 1883 ; on waiting orders November 17, 1883 ; ordered to League Island Navy Yard November 17, 1884 ; ordered to examination for promotion February 24, 1885 ; ordered to the command of the Pacific Station ; turned over the Pacific Station November 6, 1886 ; placed on the retired list January 25, 1887 ; given permission to leave the United States May 23, 1887.

Edward Yorke Macauley,

REAR ADMIRAL U. S. N.

In loving memory a wreath of bay,

My comrade and commander, I would bind
And on your tomb this heartfelt offering lay
Addressed to those you loved and left behind.

For those alone who knew the daily glow
Which love and confidence, the mute caress,
Gay chidings, and a merry laugh bestow
Can share the feelings which these lines oppress.

Your life was votive to your flag. Full well
You filled its duties and deserved your fame.
It were sufficient in your praise to tell
You added honor to an honored name.

No calumnies have ever dared besmirch
That trust which you have held; nor ever can.
Your leisure you devoted to research,
And died as you had lived—a gentleman.

Your name, when it is spoken where we met,
Is charged with memories of him we miss,
And sounds the chord of friendship and regret,
It feebly when compared to moods like this.

Farewell, Commander! To each other we
Are shadows, while a memory are you.
Who knows which most is real? But happy he
Who leaves as many mourners and as true.

